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The Charge of Admission will be \$1.00 for  
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Club or GYMKHANA CLUB.  
Soldiers and Sailors in uniform Half-Price.  
The Committee invite the Ladies of Hongkong  
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Hongkong, 14th September, 1910.

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Every Comfort.  
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A. F. DAVIES, Manager.

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TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.  
Hongkong, 1st September, 1910.

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"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907.

**VICTORIA HOTEL**  
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**BIRTHS.**  
On September 12th, at 37, Welhaiwei Road,  
Shanghai, the wife of G. E. FORD GRIFFIN, of  
a son.  
On September 10th, at Shanghai, the wife of  
O. H. BIRCH of a daughter.  
On September 10th, at Shanghai, to Mr. and  
Mrs. AD. WIDMANN, a daughter.

**DEATH.**  
On September 8th, at Narcissus Bay, Welhaiwei,  
HUGH DONNITHORNE, dearly beloved  
son of Hugh and Ethel CAMPBELL, aged two  
years and four months.

HONGKONG OFFICE: 10A, DES VOGES ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, SEPTEMBER 17TH, 1910.

EXPERIENCE all the world over abundantly  
justifies the expectation that the extension  
of railway communication in China will  
lead to a great development of the mineral  
resources of the Empire. We have long  
been accustomed to read of the vast  
potential mineral wealth of the Celestial  
Empire, but down to the present day the  
tangible proofs of it have been astonishingly  
small. The export of minerals does not  
represent more than two per cent. of the  
total export trade of China, and of this two  
per cent., Tin represents considerably more  
than half. We believe we are correct in  
saying that the whole of the Tin exported  
is mined in the one province of Yunnan,  
and brought to Hongkong for export to  
foreign countries, the total value  
of this export being close on £600,000 a  
year. Antimony ranks next in importance  
in the list, and then comes Iron. China  
appears to be singularly deficient in precious  
metals. It must have often struck those  
who have given the slightest thought to the  
subject that China, as perhaps the largest  
silver-using country in the world, should

neglect to mine the metal which some writers  
have told the world may be had in the  
country in any quantity for the digging.  
The fact appears to be that there are no  
Cobalts, no Potosis in China. Experiments,  
in some cases very costly experiments, have  
proved that silver is practically non-existent  
in places where it was assumed to abound.  
Close to Hongkong we have an abandoned  
silver mine as a monument of disappointed  
hopes, and in the neighbouring province  
of Kwangsi there is another in which  
much Hongkong capital was sunk.

We have been led into these reflections  
by a brief report furnished by the super-  
intendent of the Geological Department of the  
South Manchurian Railway Co. Incidentally  
the fact that there is such a department in  
connection with this railway is suggestive  
of the thoroughness which characterises the  
efforts of the Japanese in South Manchuria  
to make their railway pay. Prospecting  
seems to have been very thoroughly done by  
the Geological Department, and the para-  
graph in the report which arrested our  
attention reads: "It is a singular fact, savouring  
somewhat of irony, that nowhere  
in all Manchuria, or even in all China, a  
country standing for the silver standard in  
national currency, does silver occur." It is a  
little too sweeping, perhaps, to say that the  
existence of silver in China is entirely mythical;  
but there is certainly no proof of its  
existence in paying quantities. Silver  
mining, on the surface, had been carried  
on for over two hundred years in  
Kwangsi, before the Chinese Company to  
which we have alluded was formed in  
Hongkong to exploit the mine, situated near  
the district town of Kwei. The samples  
sent to Hongkong for assay produced excel-  
lent results, but on working the ore the  
deposits were found to be unsatisfactory,  
and something like a million dollars were  
lost in the enterprise. A good deal of  
money was wasted on unsuitable experts, and  
"the difficulty of the road to the mine" was  
one of the factors operating against the  
remunerative working of the mine which, if  
it did not contain silver in paying quantities,  
appears to have contained many other  
minerals which might have been profitably  
worked had there been railway communica-  
tion with the sea. The important bearing  
of railways on the economic development of  
China is now universally appreciated in China  
and it should not be many years before the  
export of minerals is represented in the  
annual trade returns by a much bigger  
ratio than at the present time.

We are glad to learn that the Colony of  
Hongkong is to have an opportunity of  
giving some practical expression of the  
sympathy all must feel for those who were  
dependent on the eighteen men who perished  
in the engine rooms of H.M.S. Bedford  
when she met with disaster on the rocks at  
Quelpart Island. At Yokohama, Kobe,  
Nagasaki and Shanghai, funds were opened  
soon after the disaster, and in these com-  
munities it has probably excited no little  
surprise that no effort of the kind has been  
made in Hongkong, the headquarters of the  
fleet in the Eastern waters. In Japan the  
funds were opened by newspapers; in  
Shanghai action was taken by the Navy  
League. We would have preferred to see  
similar action taken in Hongkong by the  
Navy League; it would have been appropri-  
ate, and it would, moreover, have served  
to advertise the continued existence of the  
branch of that organisation in the Colony.  
Failing such action, we are glad to welcome  
the formation of a representative Committee  
and we are sure their laudable efforts will be  
supported in a manner worthy of the Colony  
as the headquarters of the Navy in the Far  
East. There are possibly not a few people  
who will dislike the incongruity of "an  
entertainment of the variety description" in  
this connection, but previous experience has  
proved that the public will support a good  
cause in this way far more generally than  
they would contribute to a subscription list,  
and in such a matter therefore, the end  
must be held to justify the means. Public  
sympathy is better shown by the hundred  
small subscriptions than by one of large  
amount. We see that the funds in northern  
ports amount to about \$5000 altogether;  
there is also a fund at Portsmouth to which  
H.M. Queen ALEXANDRA has contributed  
£100, and doubtless this splendid lead has  
been well followed, so that there is likely to  
be a substantial sum for division among the  
bereaved dependents of the men who lost  
their lives at the post of duty. We count  
in this the contribution which will be  
forthcoming from Hongkong, for we are  
sure the public will welcome the opportunity  
to make a contribution which will both  
testify their sympathy with the bereaved and  
their admiration of the courage and  
endurance of the men who serve their  
country in the engine rooms.

The French mail of the 16th August was  
delivered in London on the 15th inst.

Mr. Maurice Winn Walker, eldest son of the  
late Mr. James Walker of Yokohama, who joined  
the staff of the H. & S. Bank in London two  
and a half years ago, has died of meningitis at  
the age of 22.

A typhoon warning received by the American  
Consulate-General, Hongkong, from the Manila  
Observatory at 1 p.m. yesterday reported a  
cyclone or typhoon over S. China Sea, moving  
W.

Ticket-holders for the Cricket Club Concert  
are notified that instead of the Murray Road  
entrance being utilised, the two entrances to  
Jackson Road (City Hall corner and Hong-  
kong Club corner) will be opened.

Near the Bowington Canal on Thursday,  
Bessie Barrington, while walking to school at  
7.30 a.m., was approached by a Chinese who  
threw a powder in her eyes and then snatched  
her bag valued at \$6 and containing sixty cents.

The Rev. George Ensor, of Allington House,  
All Cannings, Wilts, lately vicar of Heywood,  
Westbury, Wilts, the first English missionary  
in Japan, who died on July 13, left estate of  
the gross value of £8,508, with net personalty  
£8,460.

Mr. W. Bowen Rowlands has reported to the  
police that on the early morning of the 15th  
instant some person got into his house, No. 5,  
Ripon Terrace, and stole a number of articles  
of jewellery and a loaded revolver of a total  
value of \$50.

A Chinese with four previous convictions ap-  
peared before Mr. E. R. Hallifax at the Magis-  
tracy yesterday charged with larceny and return-  
ing from banishment. His Worship was of  
opinion, in view of the man's past record, that  
twelve months' imprisonment, the maximum  
sentence, was not adequate, and committed the  
accused for trial at the Criminal Sessions.

Company Quartermaster-Sergeant Tomkins,  
of the Royal Garrison Artillery died in the  
Military Hospital early yesterday morning after  
two days' illness. Deceased was stationed at  
Lyemooon, and was just about to be transferred  
to Kowloon. His remains were interred in the  
Happy Valley cemetery yesterday afternoon  
with military honours.

A Chinese appeared before Mr. J. R. Wood  
at the Magistrate's yesterday on a charge of  
attempting to obtain money by false pretences.  
The defendant, who was formerly employed at  
the Tai Kok Docks, attempted to obtain the  
money earned by another man by presenting the  
latter's check to the timekeeper. He was found  
out, however, and his Worship sentenced him to  
three months' imprisonment with hard labour.

## H.M.S. "BEDFORD" DISASTER.

HONGKONG'S SYMPATHY.

Though the news of the disaster to H.M.S.  
Bedford was received in the Colony with  
universal regret, and the deepest sympathy was  
felt for the sufferers thereby, nothing practical  
has yet been done to give expression to these  
feelings.

We are therefore extremely pleased to learn  
that a representative Committee has been formed,  
with the approval of H. E. the Officer  
Administering the Government, to organise  
an entertainment, the proceeds of which  
will be devoted to the relief of those  
dependent on the men who lost their  
lives in the disaster. The entertainment  
which will be held in the City Hall on  
October 15th, will be of the variety description  
similar to that organised for the Typhoon Re-  
lief Fund in 1906, and will be given under the  
distinguished patronage of Their Excellencies  
the Officer Administering the Government,  
Major-General Broadwood, C.B., and Com-  
mander Eyres, R.N. The following gentlemen  
will form the Committee:—Lieut. Col.  
Bayard, D.S.O., The Buffs, Lieut. Mellin,  
R.N., Hon. Mr. Murray Stewart, Hon.  
Mr. H. Keswick, Mr. H. W. Robertson, Mr.  
N. J. Stabb, Mr. G. Balloch, Mr. R. Sutherland,  
and Lieut. C. E. G. Davidson, The Buffs,  
Hon. Secretary and Treasurer.

## COMEDY IN HONGKONG.

The visit of the Warwick Major Comedy  
Company is drawing to a close, and those who  
have attended their many clever performances  
must experience a feeling of regret that  
such excellent entertainment cannot be pro-  
tracted over a longer period. Last night there  
was a good house to witness their production  
in Hongkong of Oscar Wilde's latest work,  
"The Importance of Being Earnest," and the  
popularity which the comedy has met in  
London found its reflex in the Colony, the  
appreciation and pleasure of the audience being  
demonstrated last night in no uncertain  
manner. This "serious comedy for trivial  
people" was interpreted in a very artistic  
manner, and the company added to the favor-  
able impression already created by their good  
all round work.

Miss Georgia Corless won golden opinions as  
the charming Cecily Cardew, and Miss Minnie  
Rayner acquitted herself with distinction in the  
part of Lady Bracknell, a very modern woman;  
while Miss Drewry filled the rôle of Gwendolene  
very creditably, Miss Priem being well portrayed  
by Miss Osborne. Mr. Kenneth Brampton and  
Mr. Story were well suited as John Worthing,  
J. P., and Algernon Moncrieff respectively.  
To-night "The Dandy Doctor" fills the bill,  
and those who have and those who have not seen  
this mirth-provoking production ought not to  
miss this opportunity. As will be seen from the  
advertisement in another column, the company,  
on their return from Canton, will stay one night  
in the Colony. On that occasion (next  
Wednesday) they are announced to play "The  
New Boy" and the many who have learned to  
appreciate the present visit should not fail to  
book on that night. The company will afterwards  
proceed north, and after an extended tour in  
Japan and Shanghai, Tientsin and Peking will  
make their re-appearance here some time in  
December.

The installation of motor fans in the Theatre  
last night was a welcome innovation.

## TELEGRAMS.

[Protected by the Telegraph Message  
Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG  
DAILY PRESS."]

## THE ALLEGED GERMAN SPY.

LONDON, September 16th.

The case against the German sub-  
tern named Helm, accused of making  
sketches of the fortifications at Ports-  
mouth, was opened at Funcham  
Police Court. A further remand was  
granted.

TRADE UNIONS AND PARLIA-  
MENTARY REPRESENTA-  
TION.

LONDON, September 16th.

The Trades Union Congress has  
passed by an overwhelming majority a  
resolution in favour of pressure being  
brought to bear upon the Govern-  
ment to do its utmost to facilitate  
the reversing of the Osborne judg-  
ment, and the resolution also expres-  
sed determination to make the  
subject a test question at elections.

[The Osborne judgment was the decision by  
the High Court that the payment of funds to  
parliamentary purposes by Trades Unions was  
illegal.]

THE SOUTH AFRICAN  
ELECTIONS

BOTHAS DEFEATED.

LONDON, September 16th.

The sensation of the South African  
elections has been the defeat of  
General Botha by Sir Percy  
Fitzpatrick at Pretoria.

It is expected that the Nationalists  
will obtain a majority, but a far  
narrower one than had been supposed.

PRESIDENT TAFT AND THE  
REPUBLICAN SPLIT.

LONDON, September 16th.

President Taft, speaking at Beverly,  
announced that he did not recognise  
the differences between Progressive  
and Regular Republicans. Each  
section would receive equal support.

This announcement is regarded as  
a climb-down from the hostile attitude  
previously shown towards the In-  
surgent Republicans.

## SUPREME COURT.

Friday, 16th September.

IN SUMMARY JURISDICTION.

BEFORE MR. F. A. HAZELAND  
(ACTING PRINCIPAL JUDGE).

## A HOTEL-KEEPER'S CLAIM.

L. Gamson, proprietor of the Astor House  
Hotel, sued H. M. Knuth for \$62.18 due on  
chits and for goods supplied. Mr. Gardiner  
appeared for the plaintiff and Mr. F. X. Castro  
d'Almeida appeared for defendant.

The case was ordered to stand over.  
CLAIM AGAINST ROBINSON PIANO COMPANY.  
The action in which Donald Harvey claimed  
\$600 from the Robinson Piano Company, being  
damages for detaining a bag of tuning in-  
struments, was mentioned.

Mr. P. S. Dixon, for plaintiff, said he had  
given notice to his friend that he intended to  
renew his application for a jury. He did not  
know whether his friend would oppose it or not.

Mr. Hett, for the defendant company, said  
the only ground on which he would oppose it  
was that it would be wasting the time of the jury  
and of the Court.

Mr. Dixon said it was a question of damages  
which it was very difficult to fix.  
Mr. Hett agreed that it was difficult, so dif-  
ficult that the jury would be wasting time in  
considering it.

His Lordship said if Mr. Dixon was entitled  
to a jury he had better have it.

The hearing was fixed for Thursday.

At the Mixed Court at Shanghai last week  
before Magistrate Pao Yi and Mr. Schirmer  
(German Assessor), Radolph Herman, described  
as an auctioneer, of North Szechuen Road, was  
charged with the forgery of a cheque for \$830  
on the Tientsin Branch of the Sino-Belgian  
Bank on August 31st, and with the forgery of a  
cheque for \$850 on the same bank. Prisoner  
was further charged with on divers dates  
between August 31 and September 5, 1910, con-  
spiring with J. A. Sinclair to cheat and defraud  
Mrs. J. S. Compton and Woo Foh-kee and  
divers other persons. Mr. Curtis, who defended,  
said his client pleaded guilty to misappropriation,  
but not guilty of forgery, conspiracy or larceny.  
The Court found accused guilty upon all counts  
and sentenced him to one year's imprisonment.

WITH DOG AND GUN IN THE  
NEW TERRITORY.  
THE ISLANDS.

These articles on sport in the New Territories  
would scarcely be complete without some  
reference being made to the many islands en-  
veloping the mainland, including the large  
islands of Lantau and Lamma, whilst the island  
of Hongkong—which nowadays, and undeser-  
vedly, has become almost neglected of sports-  
men—also deserves mention.

On any of these three islands a day "with  
dog and gun" may be spent profitably, while  
there are a whole host of minor and less im-  
portant islands, especially on the east and north-  
east coast, among which a launch party could  
obtain a variety of enjoyable sport. Few people,  
I take it, are aware that the Island of Lantau is  
considerably larger in area than Hongkong, or  
that it has a peak towering over 3,000 feet into  
the blue. If anything, it is even more rugged in  
aspect than Hongkong, whilst the view from  
Lantau Peak is grander than the outlook from  
Victoria Peak, about which so much has been  
said and written. There is rather more culti-  
vation on Lantau than one meets with on  
Hongkong Island, but the land under cultivation  
represents but a mere fraction of its entire area.

The whole island really consists of a single  
range of hills, the general direction of  
which is from North-East to South-West  
and which are separated from the mainland  
only by the narrow Capsicum Pass, and the  
small island of Mah Wan. The hills gradually  
rise from a height of about 600 feet, at the  
North-Eastern end, to their culminating point,  
Lantau Peak, which is 3,050 feet above sea-  
level. To the average sportsman, Lantau  
presents many difficulties, and only the very  
fittest should attempt a day's tramping on the  
island. Those, however, who delight in climb-  
ing broomy hill slopes, or whose fitness gives  
them a certain immunity from fatigue, will  
find good sport almost anywhere on the island,  
partridge being fairly plentiful, while  
one may also get quail, snipe and pigeon.

Snipe are certainly not numerous, but a few  
brides may be got around the larger villages, es-  
pecially where land has been reclaimed from the  
sea, as at Tung Chung. Quail also are not  
numerous, but the North-Eastern half of the  
island is better for quail than the other and  
more rugged half, as indeed it is for all feathered  
game. In the South-Eastern half of the island,  
deer are found in abundance, while some of  
the older native Chinese say that wild pig were  
at one time numerous, although now but rarely  
or ever seen.

I have conversed with an old Chinaman,  
who, as a youth, had taken part in a  
pig hunt, and who had also joined in the sub-  
sequent feasting: He described the wild pigs  
as being short, dumpy animals with long heads  
resembling in colour the ordinary Chinese  
domestic pig.

Wild goats are also said to exist whose  
ancestors were stray, tame goats kept by the  
villagers, but although I have often been assured  
of their existence I am still rather sceptical,  
having traversed the hills on several occasions  
without ever seeing a sign of them. Woodcock  
are also to be found under conditions  
already described in a previous article,  
and of course pigeons and villages are  
synonymous. I have already remarked on  
the North-Eastern end of Lantau as the  
best for feathered game, and anyone seeking  
partridge should start at Capsicum and work  
towards Tung Chung or Mai Wo. Taken  
altogether, Lantau is well worth a visit, and to  
get there one can either hire a launch, or go by  
the passenger launch which runs daily between  
Hongkong and Tai O.

The next important island of the New  
Territories is Lamma, situated to the South-  
West of Hongkong with its nearest point about  
five miles from Victoria. In area it is only  
about a quarter that of Hongkong, although in  
general natural formation it presents the same  
characteristics. The highest point on Lamma is  
Mount Senhouse, at its southern end, which is  
1,160 feet above sea level, the north half of the  
island being less rugged, the highest point  
being only about 500 feet. There are no deer  
on Lamma, but there are partridge, quail and  
pigeon, while a few snipe are occasionally met  
with in the padi fields behind Yeung Shu Wan.  
A couple of guns would secure a fair day's bag  
on Lamma, but the island is too small to give  
extensive sport. In the neighbourhood of Hong-  
kong the only other islands worth visiting are  
Mah Wan and Chung Hui in the Capsicum Pass.  
Those islands, from their position, act as  
resting places for partridges flying between the  
mainland and Lantau, and on Mah Wan  
especially I have seen partridges surprisingly  
numerous. The other islands, which include  
Ping Chau, Cheung Chau, Apichau and the  
islands of Potoi, are not worth visiting in a  
sporting sense, although Apichau from its close  
proximity to Hongkong might yield a few brace  
of partridge. At one time, before British  
occupation, Potoi possessed a few wild goats  
which have been all killed or captured  
by the villagers, while the last of the  
partridges which used to exist were killed  
by a party from Hongkong two years ago.  
The Eastern and North-Eastern coast can only  
be visited by those having leisure or means for  
an extended launch trip, the whole of the coast  
—especially around Fort Shelter—being so  
broken up into groups of islands that an  
ordinary day's shoot is out of the question.  
Partridge are found on several of the large  
islands, and all the channels are frequented  
by duck from November to March, while along  
the whole coast, which is wild and rocky in the  
extreme, sea birds of many kinds find a home.  
Coming nearer home, we have our own island  
of Hongkong, which sportsman of late years have  
abandoned for the more varied and extensive

hunting grounds of the mainland. Hongkong,  
however, is far from being a barren island in  
more senses than one, and local sports would be  
well advised if they gave the eastern half of  
the island an occasional visit. All the hillsides  
from Wong Nei Chung to Cape D'Aguilar, and  
from Shaikwan to Stanley are good for par-  
tridge, especially around Taitam Bay, and between  
Cape D'Aguilar and Big Wave Bay. A few  
water snipe may also be picked up around  
Shek O, Hok Tei, Tai Tam Tuk, Stanley, and  
Little Hongkong; and woodcock are also met  
with at all these places, as well as at Repulse and  
Deep Water Bays. The western and south-  
western portions of the island are too densely  
wooded to allow free shooting, but sportsmen  
will find the entire eastern and south-eastern  
portions comparatively open country. Deer  
are found throughout the whole island, and they  
even occasionally invade the Cemetery at Happy  
Valley, and browse amid the gravestones, so  
daring have they become through continued  
immunity from human enemies. They are most  
numerous about Aberdeen, and along the south  
of the island towards Tai Tam Tuk, where the  
dense undergrowth makes ideal refuge for them.  
The Government, it is suggested, might  
experiment and import a larger species of deer  
whose progeny would be useful as a reserve  
stock of fresh meat in time of war.

In next Saturday's issue of this paper the  
writer will give the concluding article to this  
series, when the vexed question of whether there  
are or are not tigers in the New Territory will  
be discussed, a subject about which so much  
that is unnecessary and absurd has already been  
written.

## "SPORTSMAN."

## LICENSING BOARD.

A meeting of the Licensing Board was held  
yesterday afternoon at the Colonial Secretary's  
Office, H. E. the Officer Administering the Gov-  
ernment presided, and the others present were:  
Hon. Mr. A. Thomson (Colonial Secretary),  
Hon. Mr. Osborne, Messrs. T. F. Hough, A.  
MacKenzie, and A. Shelton Hooper, with Mr.  
G. A. Woodcock, secretary.

The business before the meeting was to con-  
sider an application from Henry Samuel  
Markham for the transfer to him from J. T.  
Monahan of the hotelkeeper's adjacent licence in  
respect of the Vienna Cafe.

Applicant in reply to the Colonial Secretary  
stated that he had not held a licence before and  
that he had been in the Colony for three and a  
half years.

His Excellency—You are going in to manage  
it?—Yes.

Mr. Hooper—Have you an agreement for any  
length of time?

Applicant: No agreement.

The application, after being considered in  
camera, was granted.

## COMPANY REPORT.

HONGKONG COTTON SPINNING,  
WEAVING AND DYING  
COMPANY, LTD.

The General Managers submit to the share-  
holders the following statement of accounts  
covering the period from 1st August, 1909, to  
31st July, 1910:—

The balance at debit of Profit and Loss  
Account is \$52,043.66, which, after deducting  
the sum of \$25,297.02 brought forward from  
last year, shows a net loss of \$26,893.66. It  
is proposed that this amount be carried forward to  
next year's account.

Consulting Committee.—During the absence  
of Sir C. F. Chater, C.M.G., Sir Hornumjee  
Mody was invited to take his place. Sir  
Hornumjee Mody and Mr. J. W. C. Bonnar  
retire, but being eligible offer themselves for  
re-election.

Auditor.—The accounts have been audited by  
Mr. F. Maitland, in the absence of Mr. W.  
Hutton Potts, who offers himself for re-election.  
JADEINE, MATTHESON & CO., LTD.  
General Managers.

Hongkong, 12th September, 1910.

## BALANCE SHEET 31st JULY, 1910.

LIABILITIES.	
Capital account	\$1,250,000.00
Sundry creditors	835,318.84
Unclaimed dividends	4,033.30
Equalization of dividend fund	20,000.00
	\$2,109,352.14

ASSETS.	
Property—comprising land, build- ings and machinery	\$1,303,507.95
Furniture, as per last account	\$3,209.49
Since expended	32.45
	3,241.94

Less written off per last report	3,209.49
	32.45
Sundry debtors	1,354.63
Cash	3,855.14
Cotton, value of stock	249,133.87
Yarn, value of stock	454,231.00
Waste, value of stock	19,019.25
Mill stores, value of stock	42,781.00
Coal stores, value of stock	3,492.71
Fire insurance and taxes pertain- ing to period after 31st July, 1910	2,990.50
Profit and loss account	28,893.66
	\$2,109,352.14

Dr. PROFIT AND LOSS ACCOUNT.	
To loss in working	\$52,043.66
To remuneration to consulting com- mittee	3,000.00
To auditor's fees	250.00
	\$55,293.66

Cr.	
By balance from last year	\$26,297.02
By transfer fees	103.00
By balance	28,893.66
	\$55,293.66







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35, Telephone No. 12. Telegraphic Address: PAGES CODES: A.B.C. 5th Ed-Lieber's.

## NEW ADVERTISEMENTS

**AGENCIES.**—Well Established English Firm in Hongkong with view of Agency in England for the Sale of Eastern products, also for purchase of Goods in Europe for export to Hongkong. Bank references supplied and required. Address "H. 48," Care of Lee & Nightingale, Advertising Office, Liverpool, England. [1069]

## HONGKONG VOLUNTEER RESERVES.

**CORPS OF RESERVES** is being enrolled under the Volunteer Reserve Ordinance, 1910. All British subjects being ex-Servicemen (including Volunteers) and Civilians wishing to be enrolled under the Ordinance are requested to communicate with the undersigned as early as possible. A. JENKINS, Hon. Secretary. King's Buildings, Hongkong, 17th September, 1910. [1070]

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "PATHAN."

FROM GLASGOW, LIVERPOOL AND STRAITS.

**CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 16th Oct. or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 2.30 p.m. No Fire Insurance has been effected. Bill of Lading will be countersigned by DODWELL & Co., Ltd., Agents. Hongkong, 16th September, 1910. [1068]

## THE HONGKONG WEEKLY PRESS &amp; CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.

Leading Articles:—

The New Régime in Korea.

Defying the Opium Convention.

The Frozen Meat Business.

Hongkong's Budget.

Random Reflections.

The Opium Monopoly Tax.

Hongkong Legislative Council.

Chartered Bank of India, Australia & China.

The Increased Taxation of Opium.

With Dog and Gun in the New Territory.

Chinese Partnerships in Siam.

The Stranded Steamer "Proteus."

Supreme Court.

Correspondence:—

Game Shooting.

Impersonating Sanitary Board Interpreters.

Hongkong Sanitary Board.

The Seamen's Institute.

A Rescue at Sea.

Victoria Diocesan Conference.

The "Agamemnon" Ashore.

Serious Fire on s.s. "Kum Chow."

Canton News.

Hongkong News.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent; including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage 32.

Hongkong, 17th September, 1910.

## NOTICE.

**WE** beg to inform our Lady Customers that our Establishment will be **CLOSED** at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our **FASTING HOLIDAYS**.

**HOOSAIN-ALI & Co.,**  
No. 14, Queen's Road Central.  
Hongkong, 5th September, 1910. [707]

## CHEESE

## CHOICE

## CANADIAN STILTON.

60 CENTS PER LB.

## THE

## DAIRY FARM CO., LTD.

[42]

## GRAU &amp; CO.

27, DES VŒUX ROAD.  
Dealers in  
**ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.**  
JUST Received a Selection of POSTAGE STAMP CATALOGUE FOR 1910, Picture and Painting Books, Negatives, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c. &c.  
Inspection Invited. [789]

## PUBLIC COMPANIES

## THE CHINA LIGHT AND POWER COMPANY, LIMITED.

**THE NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS** in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, THIS DAY (SATURDAY), 17th Sept., 1910, at Noon, for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ending 31st July, 1910, and electing a Consulting Committee and Auditors.  
**SHEWAN, TOMES & Co.,**  
General Managers.  
Hongkong, 17th September, 1910. [1016]

## DOUGLAS STEAMSHIP CO., LTD.

**THE ORDINARY GENERAL MEETING OF SHAREHOLDERS** in the above Company will be held at the Company's Office, on SATURDAY, the 24th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1910. The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept., both days inclusive.  
**DOUGLAS, LAURA & Co.,**  
General Managers.  
Hongkong, 3rd September, 1910. [1018]

## INTIMATIONS

## CORRESPONDENCE COLLEGE.

**THOROUGH Preparation by Postal Tuition** for the LONDON MATRICULATION, BAR, LAW, MEDICAL, &c.; also in ENGLISH, MATHEMATICS, &c., by very Successful Teachers.  
Success guaranteed.  
Apply for terms, testimonials and qualifications to—  
**PROFESSOR JOHN P. LONG, B.A.**  
(formerly Lecturer at the Swansea University College).  
RICHMOND CORRESPONDENCE SCHOOLS,  
St. Margaret's-on-Thames,  
LONDON.  
10507

## TENDERS.

**TENDERS** are invited for the Supply of **TIMBER, TIMBER MATERIALS, AND SPARS** to H. M. NAVAL YARD for use from 1st November next.  
Forms of Tender may be obtained on application to the NAVAL STORE OFFICE.  
The right is reserved of rejecting all or any Tenders, and of accepting any portion of a tender.  
**EDGAR WATTS,**  
NAVAL STORE OFFICE.  
Hongkong, 9th September, 1910. [1040]

## G. R.

## IN THE SUPREME COURT OF HONGKONG.

## ORIGINAL JURISDICTION.

## IN THE MATTER OF THE COMPANIES' ORDINANCES 1865 to 1886.

## AND

## IN THE MATTER OF THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

**THE CREDITORS** of the above-named Company are required on or before **FRIDAY, the 11th day of November, 1910**, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors, if any, to **LAU CHU FAK**, of Alexander Buildings, Victoria, Hongkong, Comptroller to Messrs. S. Watson & Company, Limited, the Official Liquidator of the said Company, and, if required by notice in writing from the said Official Liquidator, are by their Solicitors to come in and prove their said debts or claims, at the Chambers of The Honourable Sir FRANCIS PIGGOTT, K.T., Chief Justice of Hongkong, in the Supreme Court House, Victoria, Hongkong, at such time as shall be excluded from the benefit of any distribution made before such debts are proved.  
**FRIDAY, the 18th day of November, 1910**, at 10 o'clock in the forenoon, at the said Chambers, is appointed for hearing and adjudicating upon the debts and claims.  
Dated this 2nd day of September, 1910.  
**J. H. KEMP,**  
Registrar.  
**JOHNSON, STOKES & MASTER,**  
Prinice's Buildings, Lee House Street, Hongkong.  
Official Liquidators of the said Company. [1047]

## FOR SALE.

## FOR SALE.

**REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST.**  
Approximate Area, 43,000 Square Feet.

**TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.**

## MARINE LOT

No. 285

**EXTENSIVE WATER FRONTAGE, DEEP WATER.**

Apply—**G. FENWICK & Co., Ltd.,**  
ENGINEERS, &c.,  
PRAYA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [84-168]

## ON SALE.

**HONGKONG HANSARD REPORTS** of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.  
Revised by THE MEMBERS.  
**PRICE** — — — — — \$3.  
DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

## INTIMATIONS

## HONGKONG CLUB.

## NOTICE.

**THE EIGHTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES** (1396 issue) of the Hongkong Club, Payable on FRIDAY, the 30th Sept., 1910, will be held at the Club House at 11 o'clock A.M. TO-DAY (SATURDAY), the 17th Sept., 1910.  
Borrowers of Debentures are invited to attend the Drawing.  
By Order,  
**JAMES CRAIK,**  
Secretary.  
Hongkong, 1st September, 1910. [1006]

## HONGKONG CLUB.

## NOTICE.

**AN EXTRAORDINARY GENERAL MEETING** of the Members of the Club will be held in the Club House on TUESDAY, the 20th September, 1910, at 5.15 P.M., to confirm the Resolutions passed at the Extraordinary General Meeting held on the 31st August, 1910, as posted in the Hall of the Club.  
By Order,  
**JAMES CRAIK,**  
Secretary.  
Hongkong, 1st September, 1910. [1017]

## HONGKONG FOOTBALL LEAGUE.

**THE ANNUAL GENERAL MEETING** will be held at the Y.M.C.A. Rooms, on THURSDAY, 22nd September, at 5.30 P.M. Entries for Leagues 1 and 2 close 22nd Sept., at 5.30 P.M.

**F. BROWNE, Chairman,**  
**ALEX. P. STORRIE,**  
Hon. Secretary.  
Hongkong, 13th September, 1910. [1052]

## KOWLOON CRICKET CLUB.

**THE ANNUAL GENERAL MEETING** of the above Club will be held in the Club House, on TUESDAY, the 27th inst., at 5.15 P.M.

**T. CHEE,**  
Hon. Secretary.  
Hongkong, 16th September, 1910. [1067]

## SOCIÉTÉ DES PULPES ET PAPIÈRES DU TONKIN.

**NOTICE IS HEREBY GIVEN** that a First Call of Dollars Ten (\$10) **HAIPHONG CURRENCY**—Dollars Ten (\$10) and Cents Twenty-five (25) **HONGKONG CURRENCY**, per Share will be made on the 1st October, 1910, to the Hongkong and Shanghai Banking Corporation, The Banque de l'Indo-Chine, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.  
The Provisional Certificate may be sent in to Messrs. LOVE, BINGHAM & MATTHEWS, St. George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.  
For the Board of Directors,  
**T. F. HOUGH,**  
Chairman.  
Hongkong General Purposes Committee.  
Hongkong, 1st September, 1910. [1009]

## STATE OF NORTH BORNEO.

## TENDERS FOR REVENUE FARMS.

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## TO LET

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**OFFICES** in Des Vœux Road, Central, corner of Lee House Street.  
Apply to—  
**Messrs. PERCY SMITH & FLEMING,**  
5, Queen's Road.  
Hongkong, 2nd June, 1910. [440]

## TO LET.

## MODERATE RENTAL.

**HOUSES** in Observatory Villas (6 Rooms), Kowloon. Electric and Gas laid on.  
Tennis Court.  
Apply to—  
**ARRATON V. APCAR & Co.,**  
14, Des Vœux Road, Central, 1st Floor.  
Hongkong, 28th July, 1910. [874]

## TO LET.

**SELF-Contained FLATS**, Nathan Road, Kowloon, with Gas, Electric Light and Telephone in each Flat.  
Apply to—  
**J. HENNESSEY SETH,**  
No. 4, Lee House Street.  
Hongkong, 2nd July, 1910. [795]







THE MALARIA PARASITE  
DEFIED.

## A BRIGHT OUTLOOK FOR SUFFERERS.

The interest in Malaria to every dweller in China is necessarily overwhelming, for its constitutional effects are so far-reaching and its devastating power is so great that it is constantly spoken of as "The Scourge of the Tropics."

As is generally known, Malaria is due to parasites which feed on the active substance—the hemoglobin—of the red blood corpuscles. The patient thus suffers from Anemia, and as the microbes multiply and the blood is further destroyed the condition degenerates into what is known as Cachexia, an impairment of the general tissue vitality which involves the nervous, muscular, mental, circulatory, respiratory, digestive and other systems. The Malaria patient complains of many depressing symptoms including loss of memory, impairment of the vision, depression of the spirits, insomnia, digestive disorders, lassitude, wasting and ever increasing weakness—all of which make life a burden.

Happily, through the discovery of a preparation which is as powerful in overcoming these terrible after effects as quinine is in curing the early rigors of Malaria, the disease has lost its terrors.

This preparation is Sanatogen, the most powerful revitalising and restorative agent the world has known, which has produced effects described by doctors as little short of marvellous in saving life and restoring moribund patients to perfect health.

Sanatogen derives its power from the unique nature of its constituents. These are glycerophosphate of sodium, the active principle of the nervous system, chemically combined with milk protein, the chief body-building element of milk, by an intricate scientific process protected by Royal Letters Patent. The resulting product is so easily assimilated by the body that it is all absorbed within an hour after it has been taken.

Sanatogen's action in Malaria is due to its ability to repair the ravages of the Malaria parasite on the red blood corpuscles. It restores them to their full health, power and activity, thus curing the anemia. It tones the nerves, energises the brain, nourishes the system and, in this way, overcomes the Cachexia.

How rapidly it restores the blood is proved by a case, reported in the medical papers, in which the blood corpuscles of an Officer in the Navy increased half a million per cubic centimetre and the Hemoglobin 42 per cent. with a fortnight's use of Sanatogen.

Malaria has a peculiarly bad effect on children, whose growth it retards most markedly. When given Sanatogen, such children rapidly regain their lost weight, recover their health and grow normally.

Malaria also produces the appearance of premature old age in adults. Sanatogen removes this appearance and the patient rapidly looks younger and younger until he becomes as well as he ever was in his life.

The latest evidence from physicians, from men of distinguished position and from patients generally who have testified to the extraordinary cures wrought by Sanatogen, are numbered by the ten thousands.

Dr. H. H. W. Hart, Hapur Remount Depot, Bangalore, United Provinces, India, writes:—

"I have much pleasure in certifying to the value of Sanatogen in cases of Malaria, Enteric Fever, Dysentery and other exhausting diseases. I have used it regularly now in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owed their recovery to Sanatogen."

Mr. Thomas Lynn, Calcutta, India, writes:—

"I was a broken-down wreck of a man, as far as health goes, and had been a martyr to Malaria for four years, becoming weaker and weaker, with the natural run-down condition and its accompaniments, Brain-fag, Nervousness and Dyspepsia. Two bottles of Sanatogen have made an extraordinary difference for the better—any, for the best. I shall always highly recommend Sanatogen everywhere I go. You will readily understand what a boon such a renovator of life is to people in the Tropics, who have the awful heat to fight against."

What is true of Malaria is equally true of Dysentery, Enteric Fever, and the other depressing conditions which are so prevalent in tropical climates. Sanatogen may be obtained from all chemists. Messrs. A. S. WATSON & Co., Hongkong, will forward, post free, to all applying for it, a copy of a brilliant, written pamphlet "How to keep Well in Tropical Countries," by a physician, on mentioning the "HONGKONG DAILY PRESS."

## SCIENTIFIC MISCELLANY.

## BLURRY CANALS.

Human senses cannot be implicitly trusted, especially near the limits of their perception, and what can be seen on Mars depends largely on the observer, his optical aid, and his training. The streaks called canals were first reported by Schiaparelli, a keen-eyed Italian astronomer, in 1877. Since then Prof. Percival Lowell, the American, has made a more thorough study of the planet than any other man, drilling his eyes to see and manipulating his splendid equipment so as to reveal the minutest possible detail, and, as a result of his labours, he believes he has shown a regular network of several hundred canals connecting numerous dusky patches. As the bands may reach a length of 2,000 miles and a breadth of 20 miles, it has not been supposed they are artificial channels, but that they may be vegetation growing along artificial waterways. Lowell finds that the narrow lines are often hidden and confused by the waves in the great aerial ocean above us, so that they are not easily detected and only to be seen under the best conditions. Many astronomers now doubt the existence of the canals, which they have failed to see with even larger instruments, and they state that the dusky spots are too irregular and natural in appearance to suggest artificial construction.

## A HIGH LAND.

The mean height of the Antarctic continent—assumed to be more than 5,000,000 miles in area—has been estimated from the distribution of atmospheric pressure at 2,020 meters (6,500 feet), and recent exploration seems to confirm this calculation by Prof. W. Meissner. If this is nearly correct, Antarctica—with its ice-cap, of course—is the largest mass of raised land in the world. The mean height of the land surface of the world has been taken at 700 meters, but the new figures make it 825 meters.

## THE AIR'S ELECTRIC CHARGE.

The dream of electric power from the air is baseless. A German calculation has shown that the atmospheric tension of many thousand volts would yield one horse-power over 2,830 square miles, 50 over the German Empire, or 50,000 over the entire globe.

## DRIFTING SAND TO FOREST.

The sand dunes in New Zealand, as stated in an official report by Dr. Cockayne, cover 27,000 acres in the South Island, and 290,000 acres in the North Island, the dunes of western Wellington stretching 170 miles along the sea with an area of more than 90,000 acres. The formation of the deposits begins with the disintegration of rocks on the mountain-side. The material, broken up by frost action and weathering, is carried down the rivers, reaching the sea in various degrees of fineness, and some addition to the sand is made by the direct erosion of the sea-waves. Unlike ordinary river and sea sands, the particles making up dunes are thoroughly rounded by wear. The plants of the dunes are mostly long-stemmed grasses, sedges and spurs, which are actually benefited by partial burial, and they are almost essential to the dunes, which seldom begin to accumulate unless some form of vegetation stops the drift. Wind action is checked by a remarkably scanty plant growth. The tufts of grass or sedge may be not more than a foot tall, with two-thirds of the sand uncovered, and yet the dune may be surprisingly stable and show little effects from ordinary storms. European experience leads to the belief that the New Zealand waste will be reclaimed, eventually being converted into forest-land.

## WINDMILLS AS A SMOKE CURE.

If the coal substitute scheme of Fomer Busby is ever worked out, suburban batteries of huge windmills will compress air in a suitable system of reservoirs and pipe lines, so that energy for factory and domestic motors can be drawn from city streets, like water from the service mains. Such engines could even produce electricity for lighting, cooking and heating. The immense windmills, each developing 25 horse-power or more, would have arms 50 feet across, and it is proposed that immense steel towers, 500 feet high, be erected, with a separate windmill at each 100-foot level, so as to catch the breezes at each height. It is believed that the strong air current always blowing at the top would keep the compressor at work.

## QUICK-COOLING MOULDS.

Moulds for casting are now made from carbondum, which is finely powdered, mixed with sugar and clay, made plastic with mortar, shaped, and then baked. Such moulds are especially useful for articles of aluminum, which is chilled and made finer and denser, the carbondum—unlike the usual sand—being a good conductor of heat.

## BRICKS AND SLATES FROM SLAG.

Blast-furnace slag, already utilized for Portland cement, is now being converted experimentally into other building material by a Liverpool company. Certain proportions of sand and soda, and sometimes a little lime, are added to the blast-furnace, and this causes the slag to be made into sheets, with or without enclosed wire. The material can be shaped into strong and durable artificial slates, paving blocks, building blocks, bricks, slabs and tiles. If the sulphate of soda and sand cannot be charged direct into the blast-furnace, the sand can be run into a reverberatory furnace and the mixed sand and sulphate of soda melted down into the slag. Roofing slates of this new glass are not only absolutely impervious to rain but have also the possible advantage for some purposes of being transparent.

## FAST PHOTOGRAPHY.

Photographs for moving picture machines, about three-fourths of an inch by one-inch size, are taken ordinarily at the rate of about 16 per second. Even if the rate were several times as great, no satisfactory picture could be obtained of a projectile in flight, and to overcome this difficulty, C. Cranby, a German photographer,

## What is your Hobby?

You must have one; for a life without a hobby is like an egg without salt. Let us know what your interests are, and we will send you a list of the books you ought to have bearing on them. And you will be under no obligation to purchase.

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## The Times Book Club

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THE LARGEST BOOKSHOP IN THE WORLD.

[905-7]

has devised a ballistic cinematographic apparatus giving exposures only 1/1500 of a second apart. Electrical connections at different stages of the swing of the pendulum produce the exposures. By this means pictures of a flying bullet can be had, and from them the projectile's rate of travel can be calculated.

## ELECTRICAL SEASONING.

The complete electrical seasoning of wood by the Nodon-Brettonneau process, as tried in France, is claimed to be effected in a few hours. Resting on a lead plate connected to the positive pole of a dynamo, the timber is nearly immersed in a tank of water containing ten per cent. of borax, five of resin, and a little carbonyl of soda, and a similar plate connects the exposed surface of the timber to the negative pole. The electric current is thus made to pass directly through the wood. The effect seems to be to drive out all sap, and the borax and resin fill the pores, quite replacing it. The process is completed by simply drying the timber a short time after removal.

## FOREST FIRES IN AMERICA.

## HEAVY LOSS OF LIFE.

New York, August 22nd.

The forest fires, which have been raging North-west off and on for nearly five weeks, appear at last to have aroused general consternation, for several Montana and Idaho townships have been wiped out, and the human lives lost are reported to reach many scores.

The centre of the devastation is the heart of the Coeur d'Alene Mountains, in the neck of Idaho, which separates that State from Washington and Montana. Half the town of Wallace lies in smoking ruins, while an enormous area in those three States is enveloped in clouds of copper-hued smoke, so dense that it is impossible to tell the time in the light of the natural day.

Among the properties destroyed in Wallace itself are the Wallace Times office, the Pacific, Michigan, and Coeur d'Alene hotels, the Sunset Brewery, the Coeur d'Alene Hardware House, both the Oregon Railway and the Navigation Company stations, and 153 homes.

The most serious incident is reported from St. Joe County, at the head of Rotor Range, where 180 men engaged in the forestry service are missing, and it is feared that they have been burned to death. When the flames approached the camp, where there were 200 men, two fighters took horse and reached another camp. They organised a rescue-party, which penetrated into the fire at Bird Creek. Eighteen men were found up to their necks in the water, where they had gone for safety, and they were unharmed.

## REFUGEES FLOURISHING.

Refugees are pouring into Missoula, and bring many tales from the suffering, fire-stricken districts. The Northern Pacific Railroad is operating relief special trains, and so is the Chicago and Milwaukee and St. Paul. Cinders are falling all over the city, while by five o'clock last night it was as dark as midnight.

The railway officials report that five bridges have been destroyed on the east side of Bitter Root Divide. The flames are sweeping along the Northern Mullan Trail towards the old town of St. Regis, and dozens of railway stations have been wiped off the map.

Last night in Helena, the capital of Montana, the northern, eastern, and southern skies were all aglow, indicating that the fire was rapidly creeping up the Rocky Mountains from the west. All the wires between Helena and Spokane, on both the Great Northern and Northern Pacific lines, are down, the poles being burned to ashes.

From every corner of Western Montana and Idaho to-day prayers are being offered up. The Weather Bureau has forecasted accurately in predicting showers, and nothing but rain can save the situation. Hundreds of weary men, who for weeks have battled with the flames in the forests, are staggering to safety, with bloodshot eyes and aching limbs, immersing themselves in the streams or burying their faces in the river banks for protection from the intense heat.

## FORESTS IN FLAMES.

Telegrams from Bozeman, near the Wyoming border, say that disastrous fires are raging in the willow, poplar, pine, spruce, cedar, and balsam forests. The flames are travelling a mile every hour, and a large timber tract within thirty miles of the northern outskirts of Yellowstone Park is threatened. The wind is blowing a gale.

Fragmentary reports from Wallace, which reached here to-day, serve to indicate the terror in that fire-hammered town. Within a few minutes after the high winds had swept the flames over the mountain wall, along which more than a thousand men had been fighting desperately for ten days, the buildings on the

outskirts were showered with blazing embers. More than fifty fires star in the city, which is 125 miles west of Missoula, has a population of 6,000, and is densely built in a small, cup-shaped basin, surrounded by mountains, the only exits being three narrow canyons. These were so hemmed in by the fire that the courier despatched on horseback from Mullan, six miles from Wallace, at midnight returned in an hour, saying he could not get within two miles of the burning city. The canyon that way, he stated, was a seething furnace.

The origin of the fires is not entirely due to sparks from locomotives, and in many cases is supposed to be the work of incendiaries, who keep the Government promptly engaged them at big wages to help fight the flames. As many Federal troops as possible are being rushed on foot into the burning regions from posts in the neighbourhood.

500 DEAD AND MISSING.

The latest despatches from the North-West show that many coalitions in Idaho, Washington, and Montana are burning with unabated fury. Over ninety-three lives are known to have been lost, and 405 persons, mostly firefighters, are missing. In many cases, volunteers, who are endeavouring to carry supplies to the camps situated in mid-forest, are surrounded by the flames, and rescue seems impossible.

It is difficult to estimate the property loss, for telegraphic communication along scores of miles of railway has been totally destroyed, but the minimum estimates place it at half a million sterling.

Clark's Fork, a valley west of Thompson Falls, Montana, is a mass of shooting flames for fifty miles. Six hundred men are combating the blaze, but able to make little more headway than Dame Pattington's historic mop effected against the Atlantic Ocean.

One of the Northern Pacific Railroad's special trains, with officials aboard, is at a standstill at Saltee, fifty miles south of Helena. The bridges are blazing a few hundred yards in front and behind her.

A thousand refugees arrived at Missoula yesterday. Many were scantily clad, having been routed from their beds at midnight barely in time to escape the flames.

The town of Taft has been destroyed, Saltee has been abandoned, Daborgin is threatened, and Haugman is deserted.

The fire area covers a hundred square miles.

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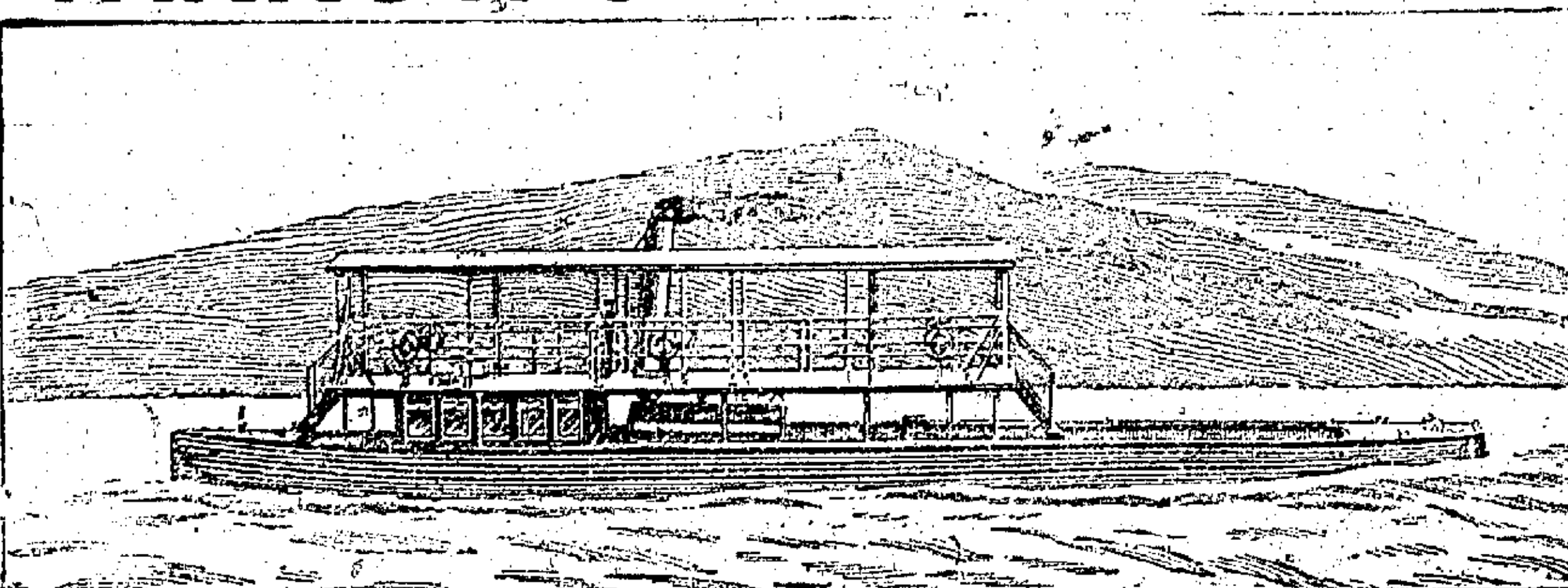
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## IN THE GRIP OF THE "CREEPING DEATH."

HOPES OF PARALYSIS—SENT HOME TO DIE.

THE EXT. ORDINARY CASE OF MR. MANN, OF RANGOON.

A few years ago all that could be said of Mr. W. Mann was that he was a pitiable, helpless, human wreck, for Paralysis had fastened on him so completely that his physicians, declaring his case to be hopeless, had sent him home from Hospital to die. Yet recently Mr. Mann, now well and strong once more, was able to say to a visitor at his home, No. 4, Merchant Street, Hongkong:

"My remarkable cure by Dr. Williams' Pink Pills is complete and permanent, the doctors have marvelled at it."



MR. W. MANN, OF RANGOON.

## CURED OF PARALYSIS BY DR. WILLIAMS' PINK PILLS.

Before the years of sickness came which led up to and culminated in the dread disease, so aptly termed the "Crippling Death," Mr. Mann was a well-built, muscular British soldier, with long service in the Royal Garrison Artillery to his credit, during which he had been through two campaigns, one against the Afghans in 1878-80, and the other in Burma in 1887. The more idea then that he would ultimately become a helpless bed-ridden paralytic would have seemed the height of absurdity.

But by degrees his system weakened, his health became more and more unsatisfactory, his nerves gave way, until one day in 1897, he was his own words, "Suddenly, without any warning a violent tremor ran down my spine, my legs shook under me, for a moment I was stunned. The stroke was so sudden and so violent that it completely unnerved me, and immediately it passed I grew dizzy and faint."

## LAGGING LIMBS AND EXCRUCIATING PAINS.

"I went to the doctor without delay," continued Mr. Mann, "but I could not conquer my dread that this stroke was not all that I should have to suffer. And my fears were realized. Before long the dreadful grip of Paralysis began to fasten upon me. My legs lost strength and gave way under me. My left leg began to lag. My left arm failed me next and I was taken with a strange numbness. Three weeks after the symptoms had appeared in my foot, the Paralysis had crept on so much that my left side was almost paralysed. If I did like this," and Mr. Mann beat his arm heavily, "extending his chest, 'an excruciating pain would shoot through my chest. It was through my heart were being dragged out with pincers.'"

"Slowly but surely the Paralysis crept on, and finally I was taken to the hospital more dead than alive. By this time my left side was practically dead, the lower part of my body was similarly benumbed, and the lower portions of my arms were useless."

## A TERRIBLE EXPERIENCE.

"Day after day went by and I was dying by inches. In the night my feet would draw up and become numb with cold, for, although the muscles and sinews were beyond my control, they would contract. Then I knew the pain that breaks the stoutest heart. Of course there was no actual feeling in the lower parts of my legs, but here, and as he spoke Mr. Mann passed his hands down his thighs, "I suffered what you must feel, I have their legs taken off without chloroform."

**TAKEN HOME TO END HIS DAYS.**  
"Then, when I was taken home. In hospital I had been entirely fed on milk, but at home the nurse gave me whatever she thought I could eat, as death seemed so close. It was whilst I was lying there half-dead, paralysed beyond human aid, that there came to me an idea. I had often read of the wonders which Dr. Williams' Pink Pills for Pale People had accomplished and I felt a desire to try them. I sent for a supply of the Pills at once."

**"IT WAS WONDERFUL"**  
Here Mr. Mann stated his narrative for a moment, and then in a tone full of conviction and sincerity he said, "It was wonderful—wonderful!"

"After three bottles of Dr. Williams' Pink Pills I felt that about me, how far off I knew not—was the threat of life again. For the first time since my illness began I was able to feed myself, and after a few more bottles I found that I had the strength to get up. I persevered with Dr. Williams' Pink Pills, never missing a dose when it was due on any account, and my progress continued, from day to day I felt better and better. Then I knew that my troubles were nearly ended and that I was getting well."

"After a steady course of these marvellous Pills I finally became cured and strong again, and then I went back to my old mode of life, taking plenty of exercise and eating my food in a hearty manner. I have had no touch of Paralysis since, and am my old weight again. In fact my remarkable cure, thanks to Dr. Williams' Pink Pills, is complete and permanent. The doctors have marvelled at it. Many medical men have since examined me and pronounced me thoroughly cured."

Paralysis is the last and worst form of Nervous Disease. Mr. Mann's case is an eloquent proof that Dr. Williams' Pink Pills for Pale People cure Paralysis just as they cure Nerve Debility in every other form. There is an excellent reason. These Pills give new, rich red blood, which revitalises exhausted nerves and builds up the debilitated system. In this way they have cured almost numberless cases of Paralysis, Sciatica, St. Vitus' Dance, Beri-Beri, Neuritis, Mental Debility, and Early Decay. They are likewise unrivalled in cases of Anemia, Indigestion, Liver Complaint, Back-pain, Malaria, Eczema and other Skin Disorders, and the special ailments of women. Obtainable at most shops where medicines are sold, or post free, price \$1.50 for a bottle, or \$8 for 6 bottles, from The Dr. Williams' Medicine Co., 84, Seachuen Road, Shanghai.

## SAFETY SUBMARINES.

**ENGINE TO ELIMINATE RISK OF EXPLOSIONS.**  
A series of tests are now being carried out at Portsmouth which, if successful, will largely eliminate the risks now attendant on the use of submarines. These experiments it is reported are in the direction of substituting an engine consuming crude oil for the present petrol engines which carry in them such direct possibilities of disaster and death. There are few substances more dangerous than petrol, and by far the greatest of all risks attendant on submarine navigation is that of an explosion or asphyxiation from an escape of vapour when the submarine has dived.

In the British Navy alone in the last seven years there have been no fewer than six disasters officially due to the use of petrol. These were:—

February 12, 1903: Explosion on A 1. Six killed and eight injured.

February 16, 1905: Explosion on C 5. Six killed and eight injured.

October 17, 1905: Explosion on A 4. No lives lost.

June 13, 1907: Explosion on C 8. One officer and two men killed.

June 11, 1909: Explosion on A 4. Four injured.

August 6, 1910: Explosion on A 1. Two officers and five men injured.

**OTHER NATIONS' PROGRESS.**

An engine consuming crude oil would obviate many of the possibilities of disaster of this kind. But the great difficulty is the way of naval engineers is to construct one light enough for use in a submarine which would consume this fuel. As soon as an engine answering these requirements is built one of the greatest problems of submarine warfare will have been solved.

All the British submarines are now run entirely by petrol motors, but it is understood that the French Government have already abandoned the type, and have an effective oil engine in use.

The Germans are also believed to have made rapid strides in this respect. They have had a great deal of experience with the Diesel engines, which are quickly creating a revolution in marine engineering. It is not unlikely that they are being fitted in the new German submarines.

These Diesel engines consume a heavy oil, and are entirely different from those used for the consumption of petrol.

An authoritative announcement regarding the progress that is being made with internal combustion engines for use in all types of warships, coupled with the new development in regard to submarines, indicates that there is a tremendous future for oil fuel as the motive power for the world's navies.

Anthracite coal has been found excellent for producing the gas for internal combustion engines, but the supply of anthracite is scarce, and the bunker capacity needed to carry a sufficient quantity is great. Everything points to oil as the motive power of the ship of the future, whether for naval or commercial purposes.

## FUTURE OF OIL FUEL.

The steam turbine effected a revolution in engineering. There are now great possibilities about the internal combustion turbine fuel by oil. It has not made vast progress so far, but there is good reason to believe that it will come in time.

The superiority of oil over coal has been conclusively proved from every point of view. Its heat value, weight for weight, is more than a third greater than that of coal. With oil there are no difficulties compared with those caused by dirty tubes and clinking of fires, which put a boiler out of service for an appreciable period every few hours.

But the greatest advantage of all is that oil fuel gives a ship a greatly increased radius of action. A ton of oil requires only thirty-eight cubic feet of storage, against forty-four cubic feet of a ton of coal, so that a ship with her bunkers full of oil can steam much farther than one with bunkers of the same capacity filled with coal.

## CHURCH SERVICES.

**PEAK CHURCH—Holy Communion 8 a.m., every Sunday.**

**St. Peter's Church, Queen's Road, West.** 17th Sunday after Trinity, 18th September, 1910. 11 a.m. Preacher, Rev. C. O. T. Thompson. Ven. T. Tucker, Psalm, Baruch, Major and minor; Felton and Bantline; De Deum, Lawes, Cooke and Hopkins; Kyrie, Vandelasch; Hymns, 50, 120, 360 and 642. Holy Communion, 12 noon. 6.30 p.m. Preacher, Rev. Sandon Payne; Psalm, St. Paul and St. Paul; Magnificat, Beethoven 27th and 31st; Hymns, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

**St. John's Cathedral, Hongkong, 17th Sunday after Trinity, September 18th.** Harvest Thanksgiving Services. Holy Communion (6.15 a.m.) and 11 a.m. Preacher, Rev. C. O. T. Thompson. Ven. T. Tucker, Psalm, Baruch, Major and minor; Felton and Bantline; De Deum, Lawes, Cooke and Hopkins; Kyrie, Vandelasch; Hymns, 50, 120, 360 and 642. Holy Communion, 12 noon. 6.30 p.m. Preacher, Rev. Sandon Payne; Psalm, St. Paul and St. Paul; Magnificat, Beethoven 27th and 31st; Hymns, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944,



## SHIPPING.

## ARRIVALS.

AUSTRIA, Austrian str., 4,871, G. Raich, 16th Sept.—Singapore 10th Sept., General—Sander, Weller & Co.

DELTA, British str., 4,780, B. W. Brown, 16th Sept.—Shanghai 13th Sept., General—P. & O. S. N. Co.

HONG KONG, Chinese str., 1,253, W. Jamieson, 16th Sept.—Chefoo 10th Sept., General—C. M. S. N. Co.

LIAN, British str., 1,618, Sept.—Canton.

PATHAN, British str., 3,176, E. A. Chaplin, 16th Sept.—Liverpool 2nd Sept., General—Doddwell & Co.

PROTECTOR, Norwegian str., 1,024, O. Korneliusen, 15th Sept.—Manila 12th Sept., General—Anguard, Thorsen & Co.

TAMING, British str., 1,350, G. H. Pennefather, 16th Sept.—Manila 13th Sept., Hump and General—Butterfield & Swire.

WESTFOLD, Norwegian str., 1,172, Berfelsen, 15th Sept.—Bangkok 8th Sept., Risco—China Steam Nav. Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
16th September.

DELTA, British str., for Europe, &c.

HONG KONG, Chinese str., for Canton.

MONGOLIA, American str., for San Francisco.

OSAKA MARU, Japanese str., for Dairen.

PAATHAN, British str., for Shanghai.

ST. ALICE, British str., for Australia.

ZEPHYR, British str., for Manila.

## DEPARTURES.

16th September.

CHOWFA, German str., for Hoihow.

EASTERN, British str., for Shanghai.

GERMANIA, German str., for Amoy.

HONG KONG, Chinese str., for Canton.

LIAN, British str., for Singapore.

LOKANG, British str., for Canton.

LONGSANG, British str., for Manila.

LYEEMOON, German str., for Saigon.

MICHAEL JENSEN, German str., for Hoihow.

PAATHAN, British str., for Chefoo.

PITANULOK, German str., for Bangkok.

TJILWONG, Dutch str., for Amoy.

## SHIPPING REPORTS.

The British str. *Taming* reports: Light to moderate variable winds, sea slight with passing showers, clearing towards arrival.

The British str. *Pathan* reports: Moderate S.W. winds to 8th parallel, light breeze from N.E. to East with fine weather from thence to port.

## VESSELS IN DOCK.

September 16th.

TAIKOO DOCK.—Union, Demeter, Tenyo Maru, Yunnan, Sunkiang.

## VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Bittel-Friedrich*, carrying the German Mail with dates from Berlin of the 24th ultimo, left Colombo on the 10th instant p.m., and may be expected here on or about the 20th instant p.m.

THE INDIAN MAIL.

The Aperc str. *Gregory Aperc* from Calcutta left Singapore on the 14th instant morning, and may be expected here on or about the 20th instant.

THE AMERICAN MAIL.

The str. *Korea* sailed from Yokohama 10th instant en route to Hongkong, and is due to arrive at this port on the 23rd inst.

The T.K.K. str. *Nippon Maru* sailed from San Francisco on the 6th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th inst.

THE AUSTRALIAN MAIL.

The E. & A. str. *Albatross* left Sydney on the 31st ultimo for Queensland Port, Manila and this port.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of Japan* left Vancouver for Hongkong via the usual ports of call on the 7th instant a.m.

MERCHANT STEAMERS.

The R.M.S.P. Co.'s str. *Flinders* left Singapore for Hongkong on the 11th instant, and may be expected here to-day.

The Mogul Line str. *Sikh* sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.

The Bank Line str. *Kyrenia* sailed from Yokohama on the 12th instant for Hongkong via ports.

The "Ben" Line str. *Bentonia* from Middebro, Antwerp and London left Singapore on the 13th instant for this port.

The O.S.K. str. *Seattle Maru* left Tacoma, Wash., for this port on the 20th ultimo, and is expected to arrive here on or about the 27th instant.

## PASSENGERS.

ARRIVED.

Per *Austria*, from Singapore, Mr. Angelo and Mr. Photos.

Per *Taming*, from Manila, Mrs. B. N. Marshall and 2 children, Miss Bonnet, Rev. C. Lopinot, Messrs. Segur, Hadden, Coleman, Helverson and E. Kinney.

Per *Delta*, from Shanghai, for Hongkong, Mr. Yanovich, Mr. Schneider, F. P. Scholze, Mr. W. Joinsford, Mr. Whitcomb, Mr. Tomes and servant, Mr. Hunsbelle, for Yokohama, for Singapore, Mr. Dawoodjee, for London, Lt. Fremont and Mr. Cumming; from Kobe, for Singapore, Mr. Royall, for Bombay, Mr. H. Waring, from Shanghai, for Sydney, Mr. and Mrs. Hall, for Singapore, Mr. Conrad, for Bombay, Mr. Pladen and Mr. Vajsbjerg, for Brindisi, Dr. and Mrs. Chislaro, for Port Said, Mr. K. Peterson, for London, Mr. Gaud.

## PASSENGERS EXPECTED.

Per N.Y.K. str. *Tanjo Maru*, from London 20th Aug.—Count K. Oami, Mr. Z. Ashikaga, Rev. and Mrs. J. Chappell and 2 children, Mr. and Mrs. A. Ishii, Capt. Y. Tokai, Mr. M. Nakamura, Mr. J. Wake, Mr. K. Akaki, Mr. T. Suzuki, Mr. F. Bloomfield, Mr. R. Watanabe, Mr. G. Arakawa, Mr. Y. Utsumi, Mr. N. Nishio, E. Kube, Mr. F. Cousins, Mr. A. Woods, Mrs. Akdo, Mrs. Aiso and Mr. H. Tashimura.

STEAMERS PASSED THE CANAL.

Aug. 26th—C. Ford, Lucius, Hudson, Nippon, Palawan, Eithous, Amoy, Beilman, Indrag, 30th—Bendalor, Prinz Bittel-Friedrich, Sogo Maru, Wynerie, September 2nd—Benedi, Brasilia, China, Keanan, Macao, Moyma, Oceanic, Peshawar, Tongo Maru, Pacific, 6th—Monmouthshire, Theseus, Aragona, 9th—Borneo, Polynesia, Priam, 13th—Aragonia, Astoria, Ghazal, Silvio, Korea.

## ARRIVALS AT HOME.

Sept. 12th—Somali, 13th—Hyson, Meeklenburg, Indragama.

## CANADIAN PACIFIC RAILWAY CO'S

## ROYAL MAIL STEAMSHIP LINE.

## "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF INDIA" SAT., 17th Sept. "EMPERESS OF JAPAN" SAT., 8th Oct. "EMPERESS OF CHINA" SAT., 29th Oct. "MONTEAGLE" TUESDAY, 8th Nov.

From Quebec. "ALLAN LINE" FRIDAY, 14th Oct. "EMPERESS OF IRELAND" FRIDAY, 4th Nov. "ALLAN LINE" FRIDAY, 25th Nov.

From St. John, N.B. "EMPERESS OF BRITAIN" FRI., 16th Dec. "EMPERESS OF JAPAN" SAT., 17th Dec. "EMPERESS OF INDIA" SAT., 19th Nov. "EMPERESS OF CHINA" SAT., 29th Oct. "MONTEAGLE" TUESDAY, 8th Nov.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers "243" "245." and 1st Class Railway "243" "245."

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CREADDOCK, General Traffic Agent for China, Corner Poddar Street and Praya, opposite Blake Pier.

## PENINSULAR &amp; ORIENTAL

## STEAM NAVIGATION CO.

## HOMEWARD PASSENGER SEASON 1911.

## PROPOSED SAILINGS OF MAIL STEAMERS

## FOR

## MARSEILLES AND LONDON.

## TAKING PASSENGERS ALSO FOR

## COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

## THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
COLOMBO	TONS	1 P.M. SATURDAY	STEAMER	TONS	SATURDAY
DELHI	8000	February 4	MANTUA	11000	March 4
ARCADIA	7000	February 18	MALWA	11000	March 18
ASSAYE	7500	March 4	MADEONTA	10500	April 1
MARMORA	10500	March 18	(Through Steamer calling at BOMBAY)		April 15
DEVANHA	8000	April 1	MOLAYIA	10000	April 29
DELHI	8000	April 15	MONGOLIA	10000	May 13
ASSAYE	7500	April 29	MOREA	11000	May 27
DELTA	5000	May 13	MOOLTAN	10000	June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax): 1st SALOON £71.10 SINGLE, £105.14 RETURN. 2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

## CARRYING SALOON PASSENGERS AT REDUCED RATES.

## PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
TONNAGE	about	about
* SUNDIA	4700	January 25
* NUBIA	5900	February 8
* SYRIA	6600	March 8
* NOBIA	6700	March 22
* PALAWAN	4700	April 5
* BORNEO	4600	April 19
* SICILIA	6700	May 3
* SUMATRA	4600	May 31
* NILE	6700	June 14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax): 1st SALOON £58.10 SINGLE, £82.10 RETURN. 2nd £38.10 £57.4

\* Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, VANCOUVER, B.C.

## &amp; SEATTLE

## VIA

## SHANGHAI, MOJI, KOBÉ AND YOKOHAMA.

Steamer	Tons	Captain	To Sail on or About
* SUVERIC	6,232	F. S. Cowley	27th September.
* KUMERIC	6,232	G. B. McGill	20th October.
* AYMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

\* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS.

Hongkong, 9th 8 September, 1910.

## NORDDEUTSCHER LLOYD. BREMEN

## IMPERIAL GERMAN MAIL

## LINES.

FOR	STEAMERS	TONS	TO SAIL
KUDAT and SANDAKAN ...	"BORNEO"	5,050	Tuesday, 20th Sept., at 9 A.M.
YOKOHAMA & KOBÉ ...	"COBLENZ"	6,750	About 20th September
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW"	16,900	Thursday, 21st Sept., at NOON.
SHANGHAI, NAGASAKI, KOBÉ	"PRINZ BITTEL-FRIEDRICH"	16,000	About 21st Sept.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ"	6,750	Saturday, 8th Oct., at Daylight

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

Hongkong, 16th September, 1910.

## PASSENGER SEASON 1911.

## IN 25 DAYS TO ITALY

## BY THE

## MAGNIFICENT N.D.L. LINERS:

## DISPLACEMENT.

\* "PRINCESS ALICE" - 20,300 - ON MARCH 22ND.

\* "LUETZOW" - 17,300 - ON APRIL 5TH.

\* "KLEIST" - 17,000 - ON APRIL 19TH.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON

\* Fitted with Wireless Telegraphy.

Early booking recommended.

For Particulars, apply to

MELCHERS & Co.,

GENERAL AGENTS.

Hongkong, 15th September, 1910.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT,

Queen's Building.

Hongkong, 14th September, 1910.

## VESSELS ON THE BERTH

## VESSELS ON THE BERTH

## CANADIAN PACIFIC RAILWAY CO.

## FOR VANCOUVER.

## THE Steamship

## "SUVERIC."

## FROM HONGKONG,

## ON TUESDAY, THE 27TH SEPTEMBER,

## FOR VANCOUVER DIRECT.

To be followed by

KUMERIC ... 20th Oct.

AYMERIC ... 20th Nov.

SUVERIC ... 15th Dec.

OCEANO ... 17th Jan. 1911.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United States and to the West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,

Hongkong.

Hongkong, 14th September, 1910 [1057]

## ON SALE.

## A TABLE OF THE

## RATES OF EXCHANGE

## AT HONGKONG

## FOR

## DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver.

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

Hongkong, 31st August, 1910. [5]

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, OCEAN

## AUSTRALIA, INDIA, ADEN, EGYPT,

## MEDITERRANEAN PORTS,

## PLYMOUTH AND LONDON

## THROUGH BILLS OF LADING ISSUED FOR

## BOMBAY, CALCUTTA, GULF, CONTINENTAL,

## AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

## "DELTA."

Captain B. W. H. Snow carrying His Majesty's Mails, will be despatched as above on 17th September, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOONRAE," 9,621 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London on other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERRA," due in London on the 15th October, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 5th September, 1910.

## "SHIRE" LINE OF STEAMERS, LTD.

## FOR MARSEILLES, LONDON AND

## ANTWERP.

## THE Steamship

## "CAERNARVONSHIRE."

Captain Gregory, will be despatched as above on or about the 17th September.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 31st August, 1910. [999]

## NOTICES TO CONSIGNEES

## EAST ASIATIC CO. LTD.,

## COPENHAGEN.

## NOTICE TO CONSIGNEES

## THE Steamship

## "TRANQUEBAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 a.m.

All Claims must reach us before the 21st inst., or they will not be recognized.

No Fire Insurance has been effected



## PENINSULAR &amp; ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 17th Sept.	See Special of Call
LONDON AND ANTWERP	CANDIA	About 21st Sept.	Freight only
SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. W. R. Hickey	Sept.	
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALAWAN	About 22nd Sept.	Freight and Passage
LONDON AND ANTWERP	SYRIA	About 5th Sept.	Freight and Passage
SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. D. C. Greger, R.N.E.	Sept.	

For Further Particulars, apply to

E. HEWETT, Superintendent

Hongkong, 17th September, 1910

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	"SINGAN"	On 18th Sept., 11 A.M.
SHANGHAI	"LINAN"	On 18th Sept., 11 A.M.
PUKOW	"TIENTSIN"	On 19th Sept., Noon.
MANILA, ILOILO & CEBU	"TAMING"	On 19th Sept., 4 P.M.
ILOILO & CEBU	"KAIFONG"	On 21st Sept., 4 P.M.
SHANGHAI	"CHINHUA"	On 22nd Sept., 4 P.M.
CHEFOO & TIENTSIN	"KUEICHOW"	On 25th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 30th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI" have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NE—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36  
For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS. 10

## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"RUOMA"	On 1st October.
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to

MELOCHERS &amp; CO., AGENTS. 6

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN VIA WEIHAWEI	"CHEONGSHING"	Tuesday, 20th Sept., Noon
SHANGHAI	"LOKSANG"	Tuesday, 20th Sept., Noon
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Tuesday, 20th Sept., Noon
MANILA	"LOONGSANG"	Friday, 23rd Sept., 4 P.M.
MANILA	"LOONGSANG"	Friday, 30th Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 4th Oct., Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANGANG" and "FOOKANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER. 14

## DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## SAWTOW, AMOY AND FOOCHOW

AND RETURN.

OCCUPYING 9 TO 10 DAYS.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 20th Sept., at 10 A.M.
"HAITANG"	Capt. A.B. Hodgins	FRIDAY, 23rd Sept., at 10 A.M.

FOR SWATOW AND RETURN.

(OCCUPYING 3 DAYS).

"HAIMUN" Capt. H. Stewart. WED'DAY, 21st Sept., at 10 A.M.  
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK &amp; Co., GENERAL MANAGERS.

Hongkong, 16th September, 1910.



## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.
RUBI	2540	E. Rodger	Manila	On 24th Sept., Noon.

For Freight or Passage apply to Hongkong, 6th September, 1910.

SHEWAN, TOMES &amp; Co. General Managers.

## HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	S.S. C. FRED. LAEISZ	27th Sept.
FOR HAVRE, HAMBURG & ANTWERP:	S.S. ARMENIA	6th Oct.
FOR HAVRE & HAMBURG:	S.S. SENEGAMBIA	21st Oct.
FOR ROTTERDAM, HAVRE & ANTWERP:	S.S. SILESIA	14th Nov.
FOR ROTTERDAM, HAVRE & ANTWERP:	S.S. SUBVIA	15th Nov.
FOR ROTTERDAM, HAVRE & ANTWERP:	S.S. ARABIA	30th Nov.
FOR ROTTERDAM, HAVRE & ANTWERP:	S.S. SCANDIA	15th Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 16th September, 1910.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. BUJO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA. King's Building.

Hongkong, 1st September, 1910.

## NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KITANO MARU Capt. F. E. Cape	9,000	WED'DAY, 28th Sept., at Daylight
	IYO MARU Capt. R. Takada	7,000	WED'DAY, 12th Oct., at Daylight
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 26th Oct., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nago	7,000	SATURDAY, 8th Oct., from Kobe
VICTORIA B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon
	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th Nov., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 30th Sept., at Noon
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon
SINGAPORE, COLOMBO and BOMBAY	TOSA MARU Capt. Y. Nomura	6,000	SATURDAY, 24th September
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 23rd Sept., at Noon
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Tomonaka	5,000	THURSDAY, 29th September
KOBE and YOKOHAMA	TANGO MARU Capt. A. Christensen	8,000	THURSDAY, 29th Sept., at 5 P.M.

= Calling at Saigon.

† Fitted with New System of Wireless Telegraphy. ‡ Cargo only. \* Carries Deck Passengers.

## PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG

Steamers	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer
KITANO	9000	1st Mar.	1st Class S 550.00
IYO	7000	15th "	" " " 2nd Class S 325.00
HIRANO	9000	29th "	" " " 2nd Class S 360.00
TANGO	8000	12th April	" " " old str. 1st Class S 500.00
KAMO	9000	26th "	" " " 2nd Class S 350.00
AKI	7000	10th May	" " " 2nd Class S 330.00
MISHIMA	9000	24th "	" " " 2nd Class S 495.00

VICTORIA, B.C., &amp; SEATTLE, WASH., U.S.A.

Steamers	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	23rd Feb.	To Pacific Coast Common Points:
INABA	7000	28th Mar.	1st Class S £30
TAMBA	7000	25th April	To London via New York:
AWA	7000	23rd May	1st Class S £50
			via St. Lawrence: 1st Class S £59

For further information as to Freight, Passage, Sailings, &c., apply to T. KUSUMOTO, MANAGER. 13-125  
Hongkong, 7th September, 1910.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA B.C. & TACOMA	"PANAMA MARU"	6,059	WED'DAY, 21st Sept., at Noon
VIA MOJI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 5th Oct., at Noon

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSIU VIA SWATOW, & AMOY	"DALIN MARU"	SUNDAY, 18th Sept., at 10 A.M.
	Capt. Y. KUBURAKI	

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910. CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nisshin Kisen Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.

## HONGKONG-NANKING, RETURN.

1ST CLASS.	2ND CLASS.	3RD CLASS.
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking. Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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S. HIROI, MANAGER

## THOS. COOK &amp; SON, TOURIST, STEAMSHIP &amp; FORWARDING AGENTS, BANKERS, &amp; CO.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION-PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—15, DES VUEX ROAD, HONGKONG.

Japan Office:—32, WATER STREET YOKOHAMA.

662]

## O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

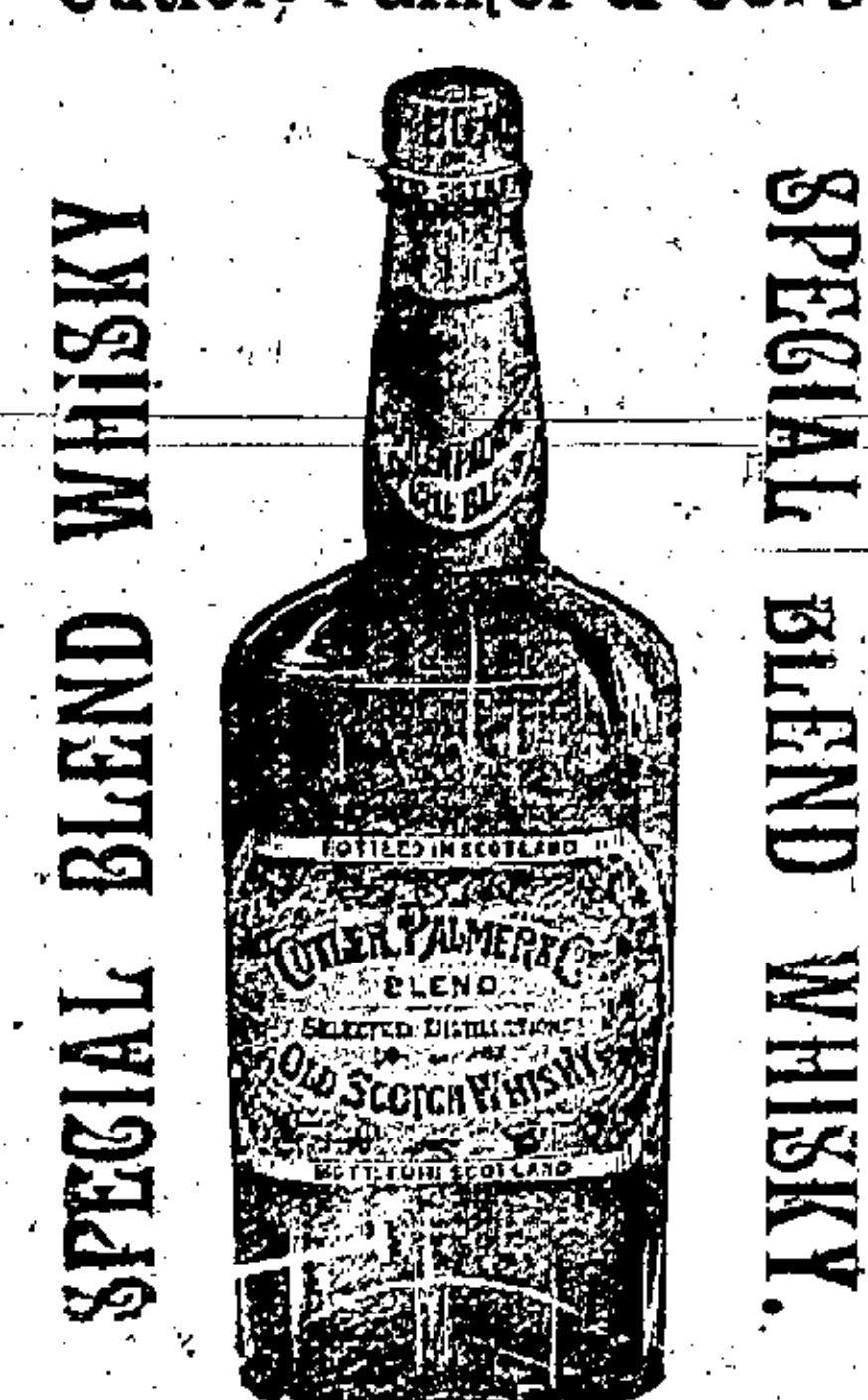
## ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 &amp; 57, DES VUEX ROAD.

[537]

Cutler, Palmer &amp; Co.'s



SHIPPERS

Cutler, Palmer &amp; Co., London.

AGENTS

SIEMSEN &amp; CO.,

HONGKONG.

## HONGKONG TIDE TABLE.

From September 17th to 23rd, 1910.

HIGH WATER.				LOW WATER.			
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Day of Week.	Day of Month.	Hongkong Mean Time.	Height.
Sat.	17	h. m.	7.6	Mon.	19	h. m.	7.6
Sun.	18	h. m.	7.7	Tues.	20	h. m.	7.7
Mon.	19	h. m.	7.8	Wed.	21	h. m.	7.8
Tues.	20	h. m.	7.9	Thurs.	22	h. m.	7.9
Wed.	21	h. m.	8.0	Fri.	23	h. m.	8.0

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 18th.

	Previous Day at 4 p.m.	On Day at 10 a.m.	On Day at 4 p.m.
Barometer	29.63	29.90	29.83
Temperature	85	84	84
Humidity	73	74	76
Wind Direction	SE	East	E
Force	1	2	2
Weather	0	0	0
Fall	0	0	0

Highest open air Temperature on 18th.....86  
Lowest open air Temperature on 18th.....77



# GEBRUEDER LENK, RODEWISCH IV.

MANUFACTURERS OF

## BERLIN WOOL.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

FOR	PER	DATE.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA, HONOLULU & SAN FRANCISCO	Mongolia	Saturday, 17th, Printed Matter and Sam- ples... 9.00 A.M. Registration... 9.00 A.M. (Registration with late fee of 10 cents up to 9.30 A.M.) Kowloon B.O. 9.00 A.M. No late fee. Letters... 10.00 A.M.
Port Darwin Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	St. Albans	Saturday, 17th, 10.00 A.M.
Manila	Zafiro	Saturday, 17th, 10.00 A.M.
EUROPE, &c., India via Taitoria		Saturday, 17th, Printed Matter and Sam- ples... 10.00 A.M. Registration... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) Kowloon B.O. 10.00 A.M. No late fee. Letters... 11.00 A.M.
(Late Letters 11.00 to NOON Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Della	Saturday, 17th, 1.15 P.M. Saturday, 17th, 4.00 P.M.
Macao	Sui Tai	Saturday, 17th, 1.15 P.M.
Nagasaki	Loyal	Saturday, 17th, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA & VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE	Empress of India	Saturday, 17th, Printed Matter and Sam- ples... 4.00 P.M. Registration... 3.00 P.M. (Registration with late fee of 10 cents up to 4.00 P.M.) Letters... 5.00 P.M.
Manila, Moji, Kobe, Yokohama, Hakodate, and Portland	Ryuga	Saturday, 17th, 5.00 P.M.
Hokkaido and Halphong	Singan	Saturday, 17th, 5.00 P.M.
Saigon	Fausang	Saturday, 17th, Registration... 4.15 P.M. (Registration with late fee of 10 cents up to 5.00 P.M.) Letters... 6.00 P.M.
Shanghai... SIBERIAN MAIL TO EUROPE	Linan	Sunday, 18th, 9.00 A.M. Monday, 19th, 11.00 A.M. Monday, 19th, 11.00 A.M. Monday, 19th, 11.00 A.M. Monday, 19th, 3.00 P.M. Tuesday, 20th, 8.00 A.M. Tuesday, 20th, 8.00 A.M. Tuesday, 20th, 11.00 A.M. Wednesday, 21st, 9.00 A.M. Wednesday, 21st, 10.00 A.M. Wednesday, 21st, Printed Matter and Sam- ples... 10.00 A.M. Registration... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) Kowloon B.O. 10.00 A.M. No late fee. Letters... 11.00 A.M.
Swatow, Amoy and Tamsui	Daijin Maru	Wednesday, 21st, 3.00 P.M.
Tientsin	Cheongching	Thursday, 22nd, 3.00 P.M.
Shanghai, Yokohama and Kobe	Chowtai	Friday, 23rd, 9.00 P.M.
Bangkok	Chowtai	Saturday, 24th, 10.00 A.M.
Manila, Heilo and Cebu	Chowtai	
Kidat and Sandakan	Borneo	
Swatow, Amoy and Foochow	Haitan	
Singapore, Penang and Calcutta	Laisang	
Swatow	Haitan	
Moji, Kobe, Yokohama, Victoria and Tacoma	Panama Maru	
EUROPE, &c., INDIA VIA TAITORIA... (Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Buelow	
Heilo and Cebu	Kaifong	
Shanghai	Chinhua	
Swatow, Amoy and Foochow	Haitan	
Manila	Yuenang	
Manila	Bulu	

TELEGRAPHIC ADDRESS:  
MARINEWORK

TELEPHONE:  
Office 358, Works 354.

## WILLIAM C. JACK & CO., LTD.,

ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

LIGHT

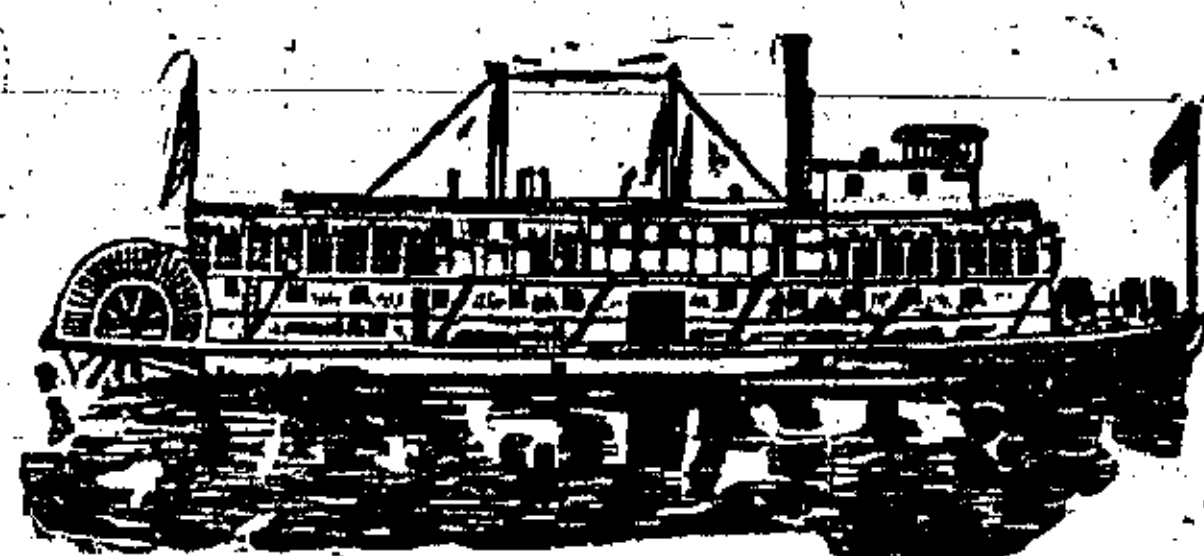
ARE

DRAFT

OUR

VESSELS

SPECIALITY



"If a man can write a better book, preach a better sermon, or  
make a better mousetrap than his neighbor, though he build his house  
in the woods, the world will make a beaten path to his door."—EMERSON.

OUR LINES ARE  
"OSRAM" LAMPS. "PETTER" ENGINES. "ALLEN" PUMPS.  
"HALL'S" DISTEMPER. "ATLAS" METALS AND SOUND MECHANICAL  
AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

TO DAY  
11 A.M.—Eighteenth Half-Yearly Drawing of  
Sixty-five Debentures of Hongkong Club.  
Noon—Ninth Ordinary Annual Meeting of  
China Light and Power Co., Ltd.  
3.30 P.M.—Fourth Meeting of Hongkong  
Gymkhana Club at Happy Valley.  
9 P.M.—Watwick Major's Comedy Co., at  
Theatre Royal—"The Dandy Doctor."

FORTHCOMING EVENTS.  
Tuesday, 20th Sept.—Extraordinary General  
Meeting of Hongkong Club, 5.15 P.M.  
Thursday, 22nd Sept.—Annual General Meeting  
of Hongkong Football League at Y.M.C.A.  
Rooms, 5.30 P.M.  
Saturday, 24th Sept.—Ordinary Annual Meeting  
of Hongkong Cotton Spinning Weaving &  
Dyeing Co., Ltd., 11.15 A.M.  
Saturday, 24th Sept.—Ordinary General Meet-  
ing of Douglas Steamship Co., Ltd., Noon.  
Tuesday, 27th Sept.—Annual General Meeting  
of Kowloon Cricket Club, 5.15 P.M.

### NEW CARTRIDGES.

BY popular English Manufacturers. In  
all Bores and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 88SG. at 5¢, 7¢ and

75¢ per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [545]

### COMMERCIAL.

#### EXCHANGE CLOSING QUOTATION.

	September 16th.
On LONDON—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/10
Documentary Bills 4 months' sight	1/10 1/2
On PARIS—	
Bank Bills, on demand	227
Credits, at 4 months' sight	231
On GERMANY—	
On demand	184
On NEW YORK—	
Bank Bills, on demand	432
Credits, at 60 days' sight	442
On BOMBAY—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
On CALCUTTA—	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
On SHANGHAI—	
Bank, at sight	74 1/2
Private, 50 days' sight	75
On YOKOHAMA—	
On demand	58 1/2
On MANILA—	
On demand—Pesos—	53 1/2
On SINGAPORE—	
On demand	76 1/2
On BATAVIA—	
On demand	108 1/2
On HAIPHONG—	
On demand	1 1/2 % pm.
On SAIGON—	
On demand	1 1/2 % pm.
On BANGKOK—	
On demand	86 1/2
S. VERRELLS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$56.30
SILVER, per oz.	24 1/2

#### SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces... \$4.67 discount.
Chinese	10 " " " \$4.62
Hongkong	20 " " " \$4.55
Hongkong	10 " " " \$4.98

### SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 16TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$932 1/2
National Bank of China, Limited	99,925	27	26	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$11.40
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	120,000	\$10	\$10	\$5, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Loon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 55.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
Dairy Farm Company, Limited	40,000	\$72	\$6	\$19, buyers
DOCKERS AND WHARVES.—				
Wharves & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$50, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkew Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 116.
Henwick & Co., Limited	18,000	\$25	\$25	\$9, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$4.70, x. div.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$21, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100, x. div. sel.
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$75, x. div. sel.
Hongkong Rope-Manufacturing Co., Limited	5,000	\$10	all	\$133.
Hongkong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$21, sellers
INSURANCES.—				
Carson Insurance Office Co., Limited	10,000	\$250	\$50	\$190.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$116, sellers
China Pruders Insurance Co., Limited	24,000	\$83.33	\$25	\$87 1/2
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$55, buyers
North-China Insurance Co., Limited	10,000	\$15	\$25	Tls. 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$82, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200.
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$101, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
MIXING.				
Societe Francaise des Concrètes du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	41	21	\$7 1/2
Peak Tramways Co., Limited	25,000	\$10	all	\$13 1/2, sellers
Philippine Co., Limited	50,000	\$10	\$1 1/2	\$13, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$160, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$25, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$25, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$32, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	45	all	60, sel. L'don 26.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$7 1/2, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	10,000	\$10	\$5	\$10, sales
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, sellers
BROKERS AND DEPOSITARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$12, buyers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$64, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy. 100 iders	\$10	\$10	\$11 1/2, sellers \$300.
Union Waterboat Co., Limited	50,000	\$10	\$10	\$8, buyers
RUBBERS.				
Allapara	750,000	2 1/2	all	6 1/2
Anglo-Malays	1,500,000	2 1/2	all	25 1/2
Balgownie	45,200	\$1	all	\$13 (Str.)
Batu Tiga	70,000	\$1	all	95 1/2
Bukit Kajangs	80,000	\$1	all	63/6
Castlefields, fully paid	30,000	\$1	all	116 1/2
Cheviots	70,000	\$1	all	10 1/2
Eastern and International	250,000	\$1	10 1/2	13/6 prem.
Highlands and Lowlands	307,143	\$1	all	114 1/2
Kamunings	1,625,000	2 1/2	all	63 prem.
Kuala Lumpur	180,000	\$1	all	—
Labus	100,000	2 1/2	all	80 1/2
Langley's	100,000	\$1	all	53 1/2
Lingay's	900,000	2 1/2	all	12/6
London Asiatics	1,266,000	2 1/2	all	6/9
London Ventures	—	—	all	7 1/2
Morionaus	1,750,000	2 1/2	all	328 (Str.)
Pegohs	—	—	all	\$31, x. div. (Str.)
Sandayoffs	50,000	\$2	all	25 1/2
Sapongs	100,000	\$1	all	72/6
Shalfords	65,000	\$1	all	\$142 (Str.)
Singapore and Johore	125,000	\$2	all	15 1/2
Sumatra Faras	995,000	2 1/2	all	15 1/2
Singul-Kapars	90,000	2 1/2	all	117/6
United Serlings	170,000	\$1	all	—

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 % p. annum	Par.

YERNON & SMYTH, Share-Brokers.

### CARTRIDGES.

#### The NEW High-Class



### CARTRIDGES.

### CARTRIDGES.

## STATE EXPRESS MIXTURE CARTRIDGES

A Blend of rare Tobacco, stored in bond for many years.  
A Revelation for old Smokers, Rich in flavour and of delicious aroma.

\$1.00 per 1/4-lb Tin.

Sole Manufacturers: ARDATH Tobacco Co., LONDON.

### CARTRIDGES.

## SIEMSSSEN & CO.,

Machinery Dept.

Hongkong.

## The F. G. L. Metal Filament Lamps

ARE NOW SOLD AT GREATLY  
REDUCED PRICES.

### THE F. G. L. METAL FILAMENT LAMPS—

Save 75 per cent. current  
over carbon filament  
lamps.

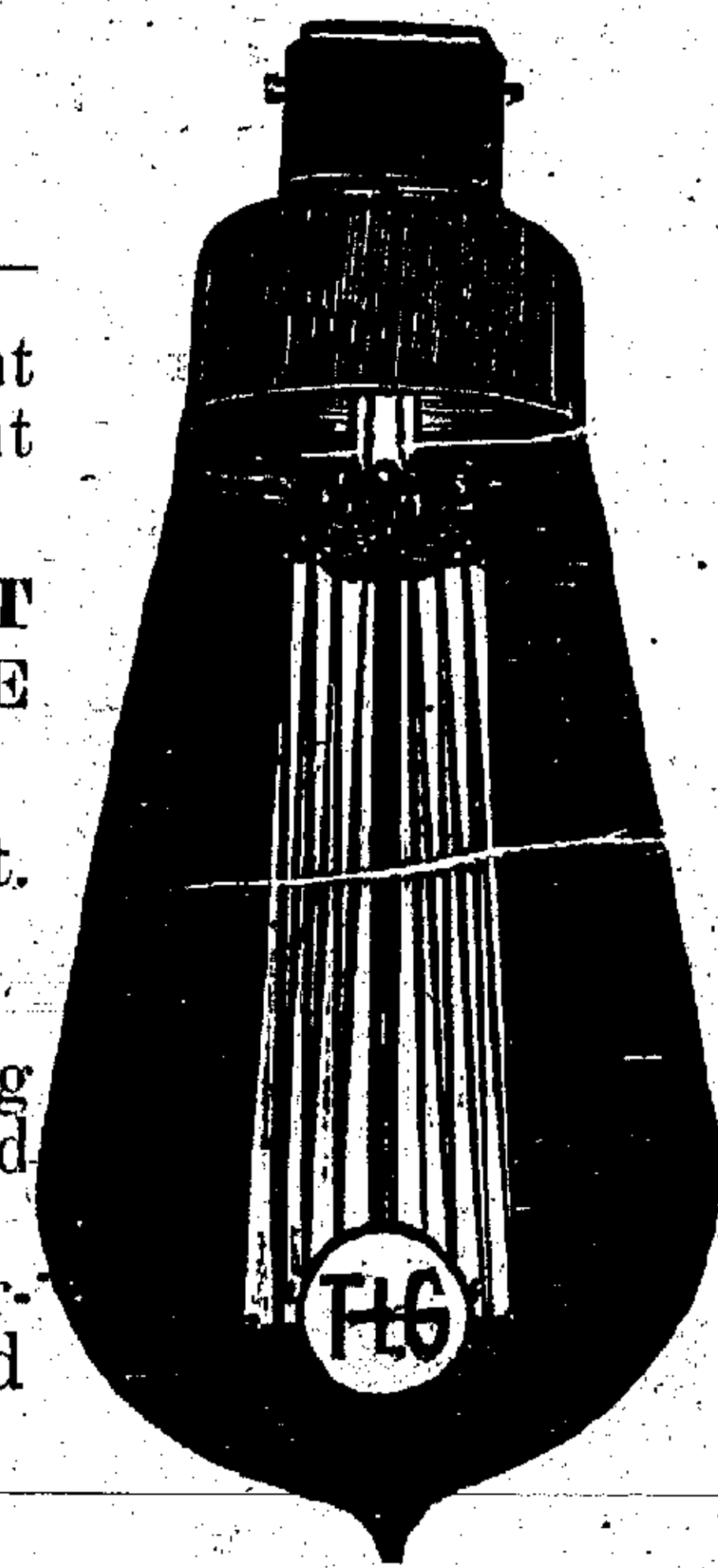
ARE THE CHEAPEST  
AND BEST IN THE  
MARKET.

Give agreeable white light.  
Little risk of breakage.  
Life 2000-3000 hours.  
Great constancy of lighting  
during the whole period  
of burning.

Small pleasing forms, pear-  
shaped, plain or frosted  
glass.

Will burn in any position.

A number is engraved on each F. G. L. Lamp. Customers are  
advised to keep a record of these numbers, in order to prevent  
substitution of broken for sound lamps.



### "HONGKONG DAILY PRESS" PUBLICATIONS.

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